

EXHIBIT A  
MARKED VERSION OF THE CLAIMS  
U.S. PATENT APPLICATION SERIAL NO. 09/709,743

1. (Amended) A heat-insulating and soundproofing lining for the engine compartment of a motor vehicle, comprising:
  - a first covering layer [facing the engine];
  - a duroplastic foam layer in planar contact with the first covering layer, wherein the duroplastic foam layer has a long-term thermal loadability at 200°C of three weeks;
  - a soundproofing layer in planar contact with the [duroplastic] foam layer, wherein the soundproofing layer is selected from the group consisting of plastic foam, particle composite foam, and a [web] non woven fabric wherein the non woven fabric [consisting] consists of at least one [of] natural fibers and synthetic fibers; and
  - a second covering layer in planar contact with the soundproofing layer.
2. (Amended) The heat-insulating and soundproofing lining of claim 1, wherein the duroplastic foam layer has a long-term thermal stability up to 180°C[, a long-term thermal loadability at 200°C of three weeks] and a thickness of less than 5 mm.
10. (Amended) The heat-insulating and soundproofing lining of claim 1, wherein the plastic foam of the [sound-absorbing] soundproofing layer has a volumetric weight from about 6 to about 30 kg/m<sup>3</sup>.
11. (Amended) The heat-insulating and soundproofing lining of claim 1, wherein the particle composite foam of the [sound-absorbing] soundproofing layer has a volumetric weight from about 30 kg m<sup>3</sup> to about 250 kg m<sup>3</sup>.
12. (Amended) The heat-insulating and soundproofing lining of claim 1, wherein the nonwoven fabric of the [sound-absorbing] soundproofing layer has a volumetric weight from about 800 g m<sup>3</sup> to about 2000 g m<sup>3</sup>.
13. (Amended) The heat-insulating and soundproofing lining of claim 1, wherein the [sound-absorbing] soundproofing layer has a thickness of less than 20 mm.

14. (Amended) The heat-insulating and soundproofing lining of claim 13, wherein the [sound-absorbing] soundproofing layer has a thickness of less than 10 mm.
15. (Amended) The heat-insulating and soundproofing lining of claim 1, wherein at least one of the [duroplastic] foam layer and the soundproofing layer has a grid-like shaping.
16. (Amended) The heat-insulating and soundproofing lining of claim 1, wherein the grid-like shaping is near a boundary surface of the at least one layer.
17. (Amended) The heat-insulating and soundproofing lining of claim 1, further comprising[:] a metal foil in planar contact with the first covering layer [located in an area of increased thermal load].
20. (Amended) A method for manufacturing a heat-insulating and soundproofing lining for the engine compartment of a motor vehicle, comprising:
- providing a first covering layer;
  - providing a duroplastic foam layer on the first covering layer, wherein the duroplastic foam layer has a long-term thermal loadability at 200°C of three weeks;
  - providing a soundproofing layer on the first covering layer;
  - providing a second covering layer;
  - pressing the layers together at an increased temperature and an increased pressure.
22. (Amended) The method of claim 20, further comprising[:] providing a metal foil in planar contact with the first covering layer [in an area of increased thermal load].
23. (Amended) The method of claim 20, wherein the duroplastic foam layer has a long-term thermal stability up to 180°C[, a long-term thermal loadability at 200°C of three weeks] and a thickness of less than 5 mm.
24. (Amended) The method of claim 20, wherein the soundproofing layer is selected from the group consisting of plastic foam, particle composite foam, and a [web] non woven fabric consisting of at least one of natural fibers and synthetic fibers.